

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c. AND FOR
PRIVATE RESIDENTS AT THE
OUTPORTS.
A Comprehensive and Complete
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NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
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Hongkong Daily Press.

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No. 15,738, 第一九八三七五七九二日 HONGKONG, SATURDAY, SEPTEMBER 26TH, 1908. 六百九十九年九月六十二號。英港香 PRICE, \$6 PER MONTH.

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12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 9.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.15 p.m. ... Every 10 minutes.
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5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
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CIGARETTESSTATE EXPRESS
CIGARETTES
And all Brands of the Best Makers.

MANILA CIGARS

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LOLITAS, AROMATICOS, CULEBERS,
ESTRELLAS.A. S. WATSON & CO..
LIMITED,
ALEXANDRA BUILDINGS;
AND

KOWLOON DISPENSARY.

Hongkong, 17th September, 1908.

NOTICE TO CORRESPONDENTS.

ONLY COMMUNICATIONS RELATING TO THE NEWS COLUMN SHOULD BE ADDRESSED TO THE EDITOR.

CORRESPONDENTS MUST FORWARD THEIR NAMES AND ADDRESSES WITH COMMUNICATIONS ADDRESSED TO THE EDITOR, NOT FOR PUBLICATION BUT AS EVIDENCE OF GOOD FAITH.

ALL LETTERS FOR PUBLICATION SHOULD BE WRITTEN ON ONE SIDE OF THE PAPER ONLY.

NONANONYMOUSLY SIGNED COMMUNICATIONS THAT HAVE ALREADY APPEARED IN OTHER PAPERS WILL BE INSERTED.

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TELEGRAPHIC ADDRESS: PRESS.

CODE: A.B.C. 6th Ed. Lieber.

P. O. Box, 34. Telephone No. 12.

BIRTH.

On September 17th at Shanghai, to Mr. and Mrs. J. C. Stenhouse, a son. (Premature).

DEATH.

On September 18th at Shanghai, F. SYDNEY FULLER, aged 38 years.

HONGKONG OFFICE: 104, DES VŒUX ROAD C.

LONDON OFFICE: 131, FLEET STREET, EC.

The Daily Press.

HONGKONG, SEPTEMBER 26TH, 1908

THE Admiralty accepts the Australian naval proposals." Such was the wording of a cable which we published two days ago from our London correspondent, and the message is not without significance for us in the East, especially at a time when rival interests in the Pacific are being discussed.

In a few weeks the battleship squadron of

the United States, in the course of the

longest cruise yet undertaken by such main-mast vessels, will be in our vicinity, and though we are not likely to see them at Hongkong because "some one has blundered" their presence will lead to certain

considerations which good taste will

doubtless prevent from being expressed.

Australia has always felt a vital interest in

the question of the balance of power in the

Pacific, and the reduction of the British

fleet in the East did not meet with her

approval. It made her realize more than

ever her own weakness and, naturally

some uneasiness was expressed. She

realized that she must do something to

sudden deprive itself of a great part of

the revenue which it has annually derived

from the opium monopoly is still unsettled.

The Estimates show no anticipated reduc-

tion in receipts on that account, so that if

the Imperial Government decides to

enforce the order telegraphed out on May

6th, and since held in abeyance, the loss of

revenue which it entails will have to be met. His Excellency says, either out of the Colony's reserves or by special taxation.

A reduction of the amount of the Military Contribution has generally commanded itself as the readiest as well as the fairest method of financial readjustment. The Governor discussed this suggestion in the course of his speech, and though he has not finally made up his mind on the subject, His Excellency is clearly of opinion that the contribution the Colony is required to make is not an unfair one. Sir FREDERICK contrasted the percentage paid by the British taxpayer at Home with the amount paid by the taxpayer here, the figures quoted showing that the Home taxpayer pays a percentage more than twice as large as we do. We are, however, inclined to question this conclusion. If our recollection serves us well, we believe the figure quoted by His Excellency as representing the percentage paid by the Home taxpayer for defence were given by the Prime Minister some weeks ago in the course of a speech. Do not these figures really represent only the percentage of Imperial revenue and leave local revenue entirely out of the reckoning? We believe they do. Here in Hongkong the contribution is levied on revenue raised for both local and imperial purposes, and we venture to think that if this were done in the United Kingdom the difference pointed out by His Excellency would entirely disappear; indeed we are inclined to think that the result would show that it is we who are paying the larger percentage. If that be so the Colony, on that ground alone, is justified in appealing for some modification. Another point in His Excellency's argument in defence of the Military Contribution may be noted. Sir FREDERICK expressed the opinion that the Imperial Government could not be accused of injustice if it said to us to-morrow:

"You grumble at the cost of the defence forces and works provided. We will withdraw them and look after our docks and coaling stations ourselves and you can furnish your own defence." Now this supposes that a military force is maintained here solely for the protection of this Colony. That is certainly not the case. The forces stationed in Hongkong are available for service in other British settlements in the East for the defence of life and property. Yet the British community of Shanghai pays a larger military contribution than does the British community of Tientsin, though the latter has a British regiment quartered in the midst of the former.

The privilege of paying the military contribution is in the East a privilege exclusive to those in the Crown Colony. That is certainly not the case. The forces stationed in Hongkong are available for service in other British settlements in the East for the defence of life and property. Yet the British community of Shanghai pays a larger military contribution than does the British community of Tientsin, though the latter has a British regiment quartered in the midst of the former.

The Volunteer Camp commences this year on the 17th October. An effort was made to change the time to March but it was found impossible to select a time which would suit the general convenience.

Admiral Li, who is down from the West River in connection with the launching of the patrol cruiser for the Chinese Navy, yesterday paid a visit to Rear-Admiral Stokes, the "Tamar" firing the usual salute.

Mr. Wood at the Magistracy yesterday sentenced a boy employed at Bartolome's refreshment rooms in Queen's Road Central to pay a fine of \$20 or go to prison for one month for attempting to open a cash drawer with a duplicate key. He was before the counter and was caught in the act of using the key by Mr. Bartolome.

For the rest, we think, all things considered, the Budget statement leaves very little room for criticism, and it only remains for us to congratulate His Excellency upon his able and comprehensive review of the work of the administration and to unite with him in trusting that low water mark has already been reached and that 1909 will prove to be a year of revival of trade and return of prosperity.

"THE Admiralty accepts the Australian naval proposals." Such was the wording of a cable which we published two days ago from our London correspondent, and the message is not without significance for us in the East, especially at a time when rival interests in the Pacific are being discussed. In a few weeks the battleship squadron of

the United States, in the course of the longest cruise yet undertaken by such main-mast vessels, will be in our vicinity, and though we are not likely to see them at Hongkong because "some one has blundered" their presence will lead to certain

considerations which good taste will

doubtless prevent from being expressed.

A navy of her own was out of the question, that is a navy which would be a match for

that of any other Power, and the only other course open was to rely as at present on the protection of the British Navy, despite its disservice, and to supplement it as far as possible locally. Australia's proposals, so far as we remember them, were that in lieu of her contribution for defence to the Imperial Government, or in consideration of its reduction, she undertook to provide good harbours capable of accommodating the big ships of the British fleet, and have a flotilla of torpedo boats and submarines which would constitute a menace sufficiently strong to make an invading squadron unusually wary.

Moreover Australians were to have opportunities of manning ships of war. This, while gratifying Australian patriotism and the desire for safety of their own, would at the same time represent a defensive armament sufficiently powerful to give the people down south a reasonable assurance of safety. Presumably it is these proposals which have been accepted by the British Admiralty, and on that result both parties are to be congratulated. It will help satisfy the alarmist section of the people of the southern hemisphere and it will proclaim to the world that Britain while guarding her own shores is not inclined to neglect her colonies. The strengthening of her fighting force in the vicinity of Australia and New Zealand need not be regarded as a menace to any nation. It simply removes the temptation to any other Power which Britain's weakness there would constitute, and in consequence the changes must be regarded as contributing more to the peace of the world than otherwise. In other words their motto is still "Defence not defiance."

Today the Jewish Community celebrate their New Year's day, and all Jewish firms in the Colony will be closed.

For allowing his buffaloes to stray on the roadway at Tsui-ki-toi, Mulah Singh was yesterday fined \$25 by Mr. K. Sampath.

The typhoon signals were again hoisted yesterday—a cone with point downwards—and the smaller craft took the usual precautions.

Mr. C. Pemberton has been appointed Secretary of the China Fire Insurance Co. in succession to the late Mr. G. L. Tomlin.

The Volunteers have received a considerable accession to their numbers, five having joined the Troop and four the Infantry Company.

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It is with regret that we have to announce the death of Mr. J. P. Cottam of the firm of Cottam and Co. of Hongkong. Mr. Cottam arrived in the Far East in 1875 and after different ventures opened his business in Hongkong. Deceased, who left China some seven or eight years ago, leaves a widow and four children to mourn his loss.

The death has occurred at the Roman Catholic hospital Hankow, under very distressing and painful circumstances of Mr. C. M. G. Wulf, a Danish subject formerly an officer in the employ of the China Merchants S. N. Co. The deceased was bitten by a dog in the palm of the hand some two months ago, but failed to undergo any treatment. Hydrocephalus recently manifested itself and he was removed to the hospital in a raving condition. Death followed the next day. The deceased, who was 37 years of age, leaves a widow to mourn his loss.

Business at the Magistracy is still hampered by the presence of workmen carrying out repairs on the building rendered necessary after the last typhoon. It is very inconvenient to have the proceedings punctuated by the falling of debris and the yelling of more or less excited labourers, but notwithstanding these difficulties justice is dispensed with an even hand in the stuffy little waiting room. There is no truth in the rumour that the Government is to prosecute for failing to comply with a notice from the Building Authority to have the work completed within seven days.

An official statement is published of the present position of the Indo-China railways. The section of the Yunnan line between Lai-chau and Meng-tze will probably be completed and opened for traffic during 1908, and the entire line as far as Yen-han-sen in 1910. Work on the Hsu-Kwang line is to be pushed rapidly forward, and the railway is expected to be opened by the end of the present year. As regards the line from Saigon by Khanhhoa to Lang-bian a portion is already open to traffic, that between kilometres 89 and 134. Last year was a bad one for Indo-China railways owing to various causes such as famine, &c.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

A MUNIFICENT GIFT.

LONDON, September 25th.

Mr. Andrew Carnegie has given a quarter of a million sterling (?) to help the sufferers, as a mark of his appreciation of their heroic actions.

[The telegram does not say who the sufferers are, but we presume it refers to the sufferers by the bush fires in Canada.]

CORRUPTION IN AMERICA.

LONDON, September 25th.

President Roosevelt has publicly accused Governor Haskell of being guilty of corruption.

TURKEY AND BULGARIA.

LONDON, September 25th.

A Bulgarian declaration of independence is anticipated.

[REUTERS' SERVICE.]

EXPLOSION ON A FRENCH WARSHIP.

LONDON, September 23rd.

The premature explosion of a charge on the French cruiser "La Touche Trévise" at Toulon caused a gun to explode, shattering the turret, and killing fifteen men, two of whom were blown a hundred feet into the air.

THE LANCASHIRE LOCKOUT.

LONDON, September 23rd.

Five hundred and thirty mills in Lancashire are now closed. The opinion is growing that the lock-out will not quickly be settled.

CRUISERS FOR AUSTRALIA.

LONDON, September 23rd.

The British Admiralty have agreed to send two up-to-date cruisers to Australia for training purposes.

SHIPPING DISASTER.

LONDON, September 23rd.

The barque "Star of Bengal" has been wrecked off the Alaskan Coast. Nine whites and 101 Chinese and Japanese perished.

ANGLO-PORTUGUESE RELATIONS.

LONDON, September 23rd.

King Manuel, in the course of his speech in reply to the Minister of War and to the General commanding the Lisbon Camp at the moment of the "inauguration" of the Vimieiro Monument, a monument to poignant but wonderful epoch, I neither can nor wish to forget that we had fought at our side Great Britain, that great nation which has been our ally for centuries."

THE NEW RUSSIAN BATTLESHIPS.

GERMAN PLANS ACCEPTED.

The Council of the Russian Admiralty which has been considering the plans of the Italian Colonel Conquista and the Hamburg firm of Blohm and Voss for the new battleships the construction of which was recently voted by the Council of the Empire decided at a sitting on the 22nd inst. at which only the technical side of the question was discussed, in favour of the German plan.

The proposed battleships will be of 21,000 tons burthen, will have a speed of 21 knots, and their heavy armament will consist of 12-inch guns. They will each carry 800 men. The vessels will be built in St. Petersburg yards with Russian material by Russian workmen.

GRAMAPHONES FOR TRAMP STEAMERS.

A plea for the provision of gramophones on board tramp steamers and long-voyage sailing ships is put forward. It is urged that it would make all the difference to the life of poor Jack if he could be called back to civilisation by the voice of a prima donna, or dance a hornpipe to an appropriate band-part.

Something of the sort might, perhaps, save the seaman from the ennui which comes of a limited environment, even when he boasts an accordion. These days, too, when the international composition of ships' crews makes it hard for the old traditions to be observed. Even the "shanty" is in danger of perishing when but few of the men on board can understand it and join in it. If owners are not disposed to provide gramophones at their own expense, the enterprise is, perhaps, worth the consideration of a shipmaster in search of comfort among a polyglot crew. Between the gramophone and discipline the connection may be closer than at first sight suggests itself.

IMPRISONED FOR DEBT.

Mr. Justice Scrimble Smith, in the Supreme Court, Singapore, on the 18th inst. held that Messrs. A. M. Barkies and E. J. Johannes had brought on or contributed to their bankruptcy by rash speculations. Each would undergo imprisonment for the maximum period of three months. After hesitation, his Lordship said, he had decided that the imprisonment should be simple and not rigorous, but leniency of this kind was not always to be expected of the Court.

In the course of the judgment, his Lordship stated that the summary of the debtors statement of affairs showed a deficiency of assets amounting to over \$22,000. The bankruptcy began business many years ago in Java. They started in Singapore in 1901. In 1902, under a new agreement, they opened as steamship owners, commission agents and merchants. In May, 1903, they bought the Adelphi Hotel, and made a new agreement in August, 1903. To start the hotel, they had to borrow money. Subsequently, they indulged in mining speculation, which turned out badly. Heavy interest absorbed more than the profits, and they filed their own petition in May, 1908. On April 30, the liabilities were \$341,499, and the assets taken at book value were \$97,019.

THE "PAUL BEAU" AFFAIR—A THREATENED BOYCOTT.

The "Kwok Sze Po" has published an article on the above subject stating that the French Consul or receipt of information that the Cantonese people might take the case up and convene meetings to discuss the matter, has written a letter to the Vice-Consul requesting him to prohibit the merchants and the people from holding mass meetings to discuss the affair.

The paper remarks that

LOCAL SPORT.

V.R.C. SPORTS.

Yesterday was the second day of the V.R.C. Sports, and notwithstanding the typhoon signal which floated from the "Tamar" and the choppy sea, they were carried through with success. The attendance of spectators was fair, but the programme of events merited a still larger attendance. The results were:

TWO LENGTHS HURDLE RACE.—This was run off in two heats, the first in each to swim in the final. In the first heat there were six starters. Galuzzi took the lead at the start, but was soon overtaken by Barros, who kept it in the van until the finish. The race for second place was between Galuzzi and Sayer, the former winning by a touch. The time registered was 34 seconds. The second heat also brought forward six starters. White, who was on "go," leading for the first length but being overtaken by Tata in the second. In the third length Ribeiro drew ahead and held his lead to the finish, Witchell running second after an excellent swim. The time for the second heat was 6 seconds.

BOWLING.—There were five starters in the boys' race which resulted in an easy win for Lopez. Jorge being a poor second.

CHAMPIONSHIP OF THE COLONY (SIX LENGTHS) OPEN.—Three of the Colony's best swimmers competed for this event, namely, Messrs. C. J. Cooke, C. Humphreys and F. M. Remedies. Remedies did all the pacing, the three keeping nearly level until the last length. Then Humphreys shot to the fore and reached the winning post by a foot. The previous events in which Cooke participated, however, must have told on him, for he did not exhibit the same strong stroke in this event which followers of aquatic sports know this swimmer is capable of. The time registered was 2 min. 41 4/5 sec.

PLUNGING.—On the previous day Witchell and Bunji had tied in this event, and they tried again yesterday for first place. It was decided that there should be one attempt and that Bunji should take the lead. This was scarcely fair. A "toss" should have settled the question for there is no doubt that the advantage was with Witchell, who had the opportunity to witness the result of his opponent's attempt. Bunji took the outer side of the arena, but had the tide against him, a swell rising from under the lighter which was provided for spectators. Witchell, seeing this, took his dive closer to the Club House, and defeated Bunji by six feet. Witchell plunged to a distance of 57 feet, and Bunji to a distance of 51 feet.

RUNNING HARRIER FROM SPRING BOARD.—There were three entrants for this event, for which points were given for entry, form, distance and recovery. The entrants were: J. M. Lopes, M. A. R. Souza and A. R. Ellis, and Souza's chance was generally favoured. He did not make the most of his chance, however, and his first dive decided the event, Ellis taking three lovely headers.

FOUR LENGTHS HARRIER:—The heats in this event were swum, and the first and second will start in the final to-day. The first heat brought forth six starters. Carroll scoring an easy win from da Rizes. Five men were sent away by the starter in the second, Barros scoring an easy win. Remedies being a poor second.

The finals in all events not finished take place to-day, the great day of the sports, when a band will be present and a large attendance is expected.

CRICKET.

The following have been selected to play in the return match tomorrow commencing at 2 p.m. on the Hongkong Cricket Club's ground:—

HONGKONG TEAM.—Mr. T. E. Pearce (Capt.) Mr. W. G. Turner, Mr. H. Hancock, Mr. R. E. Bird, Mr. A. W. J. Peake, Mr. A. E. Laing, Lt. Home, 3rd Regt., Lt. H. H. Sharpe, 3rd Mid. Regt., Capt. Hooper, R.D.C., Lt. R. S. Lucy, R.A., Mr. A. P. Unsworth, Mr. R. O. Johnson, Mr. E. B. Bent, Mr. H. R. Mackin, Mr. A. C. Brown.

Kowloon Cricket Club v. E. E. Telegraph Co. These Teams will meet in a friendly game tomorrow on the Kowloon Ground at 6 p.m. The following will represent the home team:—

Maj. Chitty, Lieut. Broderen, Lieut. Richardson, J. P. Robinson, S. Lightfoot, J. Irvine, W. Dixon, J. H. Mead (Capt.) H. Burges, J. Blackburn, and H. C. Clements.

HOCKEY.

Mr. H. L. Garrett's XI v. Kowloon C. C. These teams met on the ground of the latter on Thursday. Both sides were strongly represented and a very fast and interesting game was witnessed, which resulted in a victory for Mr. Garrett's team by 2 goals to nil.

TENNIS.

Kowloon Cricket Club Championship—Semifinal.—P. Klimenack v. S. Green. The latter won the first set, 6–0, but Klimenack soon recovered and took the next three sets 6–2, 6–0, 6–3, thus qualifying for the final. Mr. Jordan acted as referee.

Comparatively a stranger in administrative and circles, though possessing vast executive and financial ability, as shown in his successful occupancy for years past of the highest posts in Formosa and Manchuria, Baron Gotō, the Japanese Minister for Communications, who is in his fifty-third year, is often dubbed, says a Japanese writer, the "Dr. Jameson" of Japan. He studied medicine in Germany, and on returning home became its most efficient and progressive of Sanitary Bureau Directors, and controlled that department in the war of 1894–5 with China. He has done splendid work in connection with the Colonial Expansion Department, and is a financier of no mean ability, a fact that is noteworthy, as the railways of Japan, many of which have been absorbed by the State, will do all their talent to make them pay as they should do.

CORRESPONDENCE.

PUBLIC HEALTH AND BUILDINGS ORDINANCE PROSECUTIONS.

[TO THE EDITOR OF THE "DAILY PRESS."]

DEAR SIR.—With regard to the wholesale issue of prosecutions by the Building Authority for non-compliance of offices to execute certain repairs to property and which formed the subject of a resolution in the Legislative Council yesterday, I think it only fair to His Excellency the Governor, the public should be informed that on the state of affairs being brought to his notice His Excellency at once ordered the withdrawal of all the summonses.

Yours faithfully,
A. SHELTON HOOPER.
Hongkong, September 25th, 1908.

MACAO IN DARKNESS.

[TO THE EDITOR OF THE "DAILY PRESS."]

DEAR SIR.—"A Visitor to Macao" is quite right. Our Electric light has given out and nothing has been done about lighting the streets with Kerosene.

Our City Fathers are well it would be more merciful not to say what they are.

All the streets and market places pitch dark every night now for a week, and no signs of the Electric light starting again.

I know one thing, though, that never fails in this "city"—that is the unnecessarily noisy Church bells at 6 a.m. and all day long.

Knowing that your paper is widely read here you will oblige by inserting this.—Yours truly,

X. X. X.

Macao, September 4th.

The letter received from "Standard and Fast," and also one from "Indians" have been handed to our contributor "Federick Random" for his reflections on the subjects discussed.

NOW OR NEVER.

American and Manchurian line.

The petitioners gave comparative rates showing the cheaper freights prevailing now by way of the Suez canal.

The shortness of the railway haul from the biggest export centres to New York compared with the long haul to the Pacific coast is also dealt with largely, and the petition shows why the railways, with the preponderance of traffic east bound can give cheap rates westbound owing to the numerous empty ones which have to return to this coast. Therefore the petition says, they are engaged in this Oriental traffic at rates which were thought to yield them a margin of profit above the difference in the cost of handling the cars loaded against hauling them empty. The transoceanic lines greatly developed this movement by the policy of meeting the competitive rates via the Suez canal, and by providing services superior and more expensive than that via the Suez either from New York or Europe.

The rates, or some of them, must be reduced, if the transoceanic lines and Pacific ocean steamship lines continue in the business.

The inland carriers must furnish their steamship connection with more tonnage or shair service will have to be materially reduced. Reduction of this service will be very welcome to the Pacific coast cities of the United States and will provoke harsh criticism.

The requirements of rule 83 that the inland proportion of the overland lines shall be published will necessitate providing in traffic specific proportional rates to the Pacific coast ranging from 40 to 75 per cent of the domestic rates to the coast.

In view of the fact that this trans-Pacific traffic has heretofore moved under through rates and there has been no demand by shippers that said rate policy be abandoned, and that under this plan of rates a considerable business was developed in competition with foreign steamship lines and foreign manufacturers and in view of the fact that the transoceanic rail carriers are willing to undertake to preserve and guarantee maintenance of the through rates as published by them, there would seem to be no necessity for the change unless the law absolutely requires it, which is not apparent to the petitioners.

There are no regular steamship lines plying the Pacific ocean directly between the Orient and the United States that have not contracts with one of the trans-continental railroads for interchange of traffic on a basis of divisions allowing them a fixed percentage or share of whatever through rate may be made by the railroads to secure the traffic, and the railroads are prepared to make such contracts with any other regular steamship lines that may be inaugurated. The railroads have no interchange with so-called "tramp" steamers or sailing vessels, however, for the following reasons:

First—it is generally recognised that foreign commerce cannot be largely or effectively promoted without regular and frequent service by reliable steamship companies.

Second—No steamship companies would establish lines with regular sailings according to a published schedule, if their earning from this overland traffic was dependent upon the rate offered by tramp vessels that might be available for cargo at irregular intervals; for example, a tramp vessel might bring in a cargo of cement from Europe to Seattle, and having nothing engaged for the return trip, it would naturally be willing to take a cargo of freight for the Orient at a very low rate. Now a steamer of the regular lines on both at the same time probably came to the Pacific coast with a very light cargo, giving small revenue, for the imports from the Orient to the Pacific coast are very much less than the exports, and this regular steamship if it made the same rate as the tramp, would obviously have a loss for the round trip.

Third—There are some advantages to the railroads in a fixed basis of divisions. During the winter months the exports of local flour and grain from the Pacific to the Orient are large, and the space of the steamship is worth more than at other seasons. If there were no contract basis of divisions when the steamship line they would have to pay them at least what they could secure on local business.

It might be, at times, so high as to make unprofitable a through rate that would secure the traffic against the Suez competitor from the United States or that of European manufacturers. Under the present system the steamship line is obliged to accept its established proportion of any through rate the railroad carrier may find necessary and take the cargo contracted en route and offered by the railroad.

Fourth—with a regular schedule and fixed time of departure for each vessel, there is a minimum of delay to the equipment of the railroads, and it is possible to determine the amount of warehouse and dockage room, and

AMERICAN FREIGHT RATES AND THE SUEZ ROUTE.

PROTESTING LINERS STATE THEIR CASE.

Victoria, B. C., August 22nd.

In the petition presented by the steamship and railway interests to the Interstates Commerce Commission asking that its order, which is likely to drive many steamers from the trans-Pacific trade be amended, the companies ask that instead of being compelled to publish the railway and steamship shares of the freight, they publish only the through rate. The petition has been unanswered and the result will be that the trade now handled across the Pacific will be diverted to the longer water haul by way of the Suez canal. The Nippon Yusen Kaisha announces that to take advantage of this it will establish a line to New York via the Suez. In the petition submitted it was pointed out that the business interchanged by the Asiatic countries with the United States through the Pacific coast ports of the United States present peculiar features so different from the same business which moves through the Atlantic ports of the United States as to not only warrant but to require special consideration at the hands of the Interstate Commerce Commission, and that such conditions were probably in the mind of Congress, and the provision above quoted was incorporated into the law for the express purpose of providing for such cases.

Among these peculiar conditions the controlling one is the fact that said business is subject to competition by several steamship lines sailing with more or less regularity, between the port of New York and said Asiatic port, the Suez Canal. Said steamship lines following the Suez route take their cargo at the port of New York with entire freedom from any of the restrictions of the interstate commerce law. They are not required to publish or post their rates, but can change them at pleasure as many times while the ship is taking cargo, as convenience or the necessity of the shipowners may require.

The following named agencies are now employed in dispatching steamships with more or less regularity between the ports of New York and the ports of China and Japan, namely:

American Steamship Company.

Howard, Moulder & Co.

Finch, Edye & Co.

American and Manchurian line.

The petitioners gave comparative rates showing the cheaper freights prevailing now by way of the Suez canal. The petition continues:

The shortness of the railway haul from the biggest export centres to New York compared with the long haul to the Pacific coast is also dealt with largely, and the petition shows why the railways, with the preponderance of traffic east bound can give cheap rates westbound owing to the numerous empty ones which have to return to this coast. Therefore the petition says, they are engaged in this Oriental traffic at rates which were thought to yield them a margin of profit above the difference in the cost of handling the cars loaded against hauling them empty. The transoceanic lines greatly developed this movement by the policy of meeting the competitive rates via the Suez canal, and by providing services superior and more expensive than that via the Suez either from New York or Europe.

Under the plan proposed in Rule 86 the difficulties in publishing the tariff would be greatly increased. With every fluctuation of ocean rates the inland proportion would be changed in order to equalise the through rate with that via Suez and from foreign countries, for example, assume that to day on street rail the Pacific lines are willing to accept \$4 per ton to meet the competition of foreign steel rails and via New York and the Suez route the overland lines decide a through rate of \$10 is necessary, and therefore publish the inland proportion of \$6. To-morrow, on account of changed conditions regarding local cargo, the Pacific steamship lines decide to demand \$5 per ton on each, but there has been no change in the rates from Europe or via New York. Then it would be necessary for the transcontinental railroads in order to equalise, to reduce their inland rates to \$5 per ton. Under the plan of through rate now in use no change would be necessary.

The present tariff blankets rates to the Orient from all the territory east of the Mekong river. The Suez competitor from a point island like Singapore, is not, from a transportation stand-point, as effective from Philadelphia, imagined as the rate to New York would be higher from Chicago, but the practice of the overland lines had been to give western manufacturers the benefit of whatever rate Suez compelled from the eastern territory, it being obvious to their advantage that the overland traffic should originate in the west near their terminals, as their proportion of the through rate would be enlarged thereby. The steamship proportion of these blanket rates varies with the points of origin; for instance, take a rate of \$1 per hundred pounds on machinery; a shipment originating at Philadelphia would pay proportion of 40 cents up to St. Paul, and for the remainder the steamers get one-half or 50 cents, so the inland proportion from Philadelphia is 70 cents per hundred. On a shipment of machinery from Chicago the through rate would be the same, \$1, and the proportion to St. Paul only 10 cents, leaving 50 cents west of there, on which the steamship company would get one-half or 45 cents, making the inland proportion of 55 cents per hundred.

It will be readily understood that if the railroads attempted to specify all possible points of origin of this traffic and thus specific proportional rates from all of these points, and the cost of compiling, publishing and keeping such tariffs properly lined up would take a very large part of any profit derived from this Oriental business.

The present tariff blankets rates to the Orient from all the territory east of the Mekong river. The Suez competitor from a point island like Singapore, is not, from a transportation stand-point, as effective from Philadelphia, imagined as the rate to New York would be higher from Chicago, but the practice of the overland lines had been to give western manufacturers the benefit of whatever rate Suez compelled from the eastern territory, it being obvious to their advantage that the overland traffic should originate in the west near their terminals, as their proportion of the through rate would be enlarged thereby. The steamship proportion of these blanket rates varies with the points of origin; for instance, take a rate of \$1 per hundred pounds on machinery; a shipment originating at Philadelphia would pay proportion of 40 cents up to St. Paul, and for the remainder the steamers get one-half or 50 cents, so the inland proportion from Philadelphia is 70 cents per hundred. On a shipment of machinery from Chicago the through rate would be the same, \$1, and the proportion to St. Paul only 10 cents, leaving 50 cents west of there, on which the steamship company would get one-half or 45 cents, making the inland proportion of 55 cents per hundred.

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The requirements of rule 83 that the inland proportion of the overland lines shall be published will necessitate providing in traffic specific proportional rates to the Pacific coast ranging from 40 to 75 per cent of the domestic rates to the coast.

In view of the fact that this trans-Pacific traffic has heretofore moved under through rates and there has been no demand by shippers that said rate policy be abandoned, and that under this plan of rates a considerable business was developed in competition with foreign steamship lines and foreign manufacturers and in view of the fact that the transoceanic rail carriers are willing to undertake to preserve and guarantee maintenance of the through rates as published by them, there would seem to be no necessity for the change unless the law absolutely requires it, which is not apparent to the petitioners.

There are no regular steamship lines plying the Pacific ocean directly between the Orient and the United States that have not contracts with one of the trans-continental railroads for interchange of traffic on a basis of divisions allowing them a fixed percentage or share of whatever through rate may be made by the railroads to secure the traffic, and the railroads are prepared to make such contracts with any other regular steamship lines that may be inaugurated. The railroads have no interchange with so-called "tramp" steamers or sailing vessels, however, for the following reasons:

First—it is generally recognised that foreign commerce cannot be largely or effectively promoted without regular and frequent service by reliable steamship companies.

Second—No steamship companies would establish lines with regular sailings according to a published schedule, if their earning from this overland traffic was dependent upon the rate offered by tramp vessels that might be available for cargo at irregular intervals; for example, a tramp vessel might bring in a cargo of cement from Europe to Seattle, and having nothing engaged for the return trip, it would naturally be willing to take a cargo of freight for the Orient at a very low rate. Now a steamer of the regular lines on both at the same time probably came to the Pacific coast with a very light cargo, giving small revenue, for the imports from the Orient to the Pacific coast are very much less than the exports, and this regular steamship if it made the same rate as the tramp, would obviously have a loss for the round trip.

Third—There are some advantages to the railroads in a fixed basis of divisions. During the winter months the exports of local flour and grain from the Pacific to the Orient are large, and the space of the steamship is worth more than at other seasons. If there were no contract basis of divisions when the steamship line they would have to pay them at least what they could secure on local business.

It might be, at times, so high as to make unprofitable a through rate that would secure the traffic against the Suez competitor from the United States or that of European manufacturers. Under the present system the steamship line is obliged to accept its established proportion of any through rate the railroad carrier may find necessary and take the cargo contracted en route and offered by the railroad.

Fourth—with a regular schedule and fixed time of departure for each vessel, there is a minimum of delay to the equipment of the railroads, and it is possible to determine the amount of warehouse and dockage room, and

IND COOPE'S STOUT.

LIGHT PALATABLE AND WHOLESOME.

QUALITY AND CONDITION UNEXCELLED.

| PER DOZEN QUARTS... | \$4.15 |
|---------------------|--------|
| PINTS... | 2.35 |
| SPLITS... | 1.50 |

SOLE AGENTS—

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS, only, and special business matters to THE MANAGER.

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After that hour the supply is limited. Only supplied for Cash.

Teleggraphic Address: PRESS, Codes: A.B.C., 654 No. 12.

P.O. Box, 83 Telephone No. 12.

NEW ADVERTISEMENTS

KOWLOON CRICKET CLUB

THE ANNUAL GENERAL MEETING of Members, advertised for the 28th inst., has been POSTPONED until further Notice.

T. CHEE,
Hon. Secretary.

Hongkong, 26th September, 1908. 1556

KOWLOON CRICKET CLUB

THE EXTRAORDINARY GENERAL MEETING of Members will be held in the CLUB PAVILION on MONDAY 28th inst., at 5.15 P.M.

BUSINESS.

Ass't on the Notice Board.

T. CHEE,
Hon. Secretary.

Hongkong, 26th September, 1908. 1557

NOTICE.

We beg to inform our Lady Customers that our Establishment will be CLOSED at 5.30 p.m. every day commencing from 25th September, 1908 for one month only owing to our EASTER HOLIDAYS.

HOOSAIN-ALI & CO.,
14, Queen's Road, Central.

Hongkong, 26th September, 1908. 651

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that CHUNG CHU NAM Trading as CHUNG HING & CO. of No. 124, Wing Lok Street, Victoria in the Colony of Hongkong, Tin Merchant, has on the 14th day of September, 1908 applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARKS viz:-

- (a) The words "CHUNG HING & CO.", enclosed in an outer ring circle garter with an inner circle containing 4 Chinese Characters (松興公司) meaning "Chung Hing" & Co." and he disclaims the right to the exclusive use of the added words or matter "Co."
- (b) The words "CHUNG HING & CO." enclosed in an oblong frame with two Chinese characters (松興) meaning "Chung Hing" above the name and two Chinese characters (公司) meaning "& Co." below the name but enclosed in the same oblong frame.
- (c) The capital letters "C. H." & Co. enclosed in an oblong frame (indicating CHUNG HING & CO.) and he disclaims any right to the exclusive use of the added words or matter "Co." in each of the above cases.

In the name of the said NG CHU NAM who claims to be the Sole Proprietor thereof.

The said Trade Marks are now being used by the Applicant in respect of UNWROUGHT METAL S in Class 5.

Facsimiles of such Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the Undesignated.

Dated this 25th day of September, 1908.

R. A. HAIDING,
Solicitor for the Applicant,
24, Queen's Road Central,

1558 Hongkong.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
CATHERINE APCAR, Captain W. D. A. Thomas, will be despatched for the above Ports on TUESDAY, the 29th inst., at NOON.

For Freight or Passage, apply to DAVID SASSON & CO. LTD., Agents.

Hongkong, 26th September, 1908. 1318

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN," Captain Roach, will be despatched for the above Ports on TUESDAY, the 29th inst., at 2 P.M.

A reduction of 20 per cent. on First Class Fares to Foochow, will be made during the Month of September.

For Freight or Passage apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 26th September, 1908. 1559

WANTED.

A FURNISHED HOUSE on the Peak or Lower Levels from about 1st December, well FURNISHED HOUSE of 5 or 6 Rooms.

Apply to LINSTEAD & DAVIS.

Hongkong, 24th September, 1908. 1359

WANTED.

A FURNISHED HOUSE on the Peak or Lower Levels from December, 1908 to March 1909 or longer.

Apply to Care of "Daily Press Office".

Hongkong, 2nd September, 1908. 1255

PRIVATE BOARD AND RESIDENCE.

MRS. GILLANDERS
"CLAREMONT,"
2 & 4, KENNEDY ROAD.
Hongkong, 8th February, 1907. 1326

INTIMATIONS

HONGKONG COTTON SPINNING
WEAVING AND DYEING CO., LTD.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of Shareholders of the above Company will be held at the Office of the General Manager on THIS DAY (SATURDAY), 26th Sept. at 12 NOON for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st July, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th to the 26th September both days inclusive.

JARDINE, MATHERSON & CO., Ltd., General Managers.

Hongkong, 23rd September, 1908. 1275

HONGKONG CRICKET LEAGUE.

ENTRIES for the HONGKONG CRICKET LEAGUE SHIELD COMPETITION 1908-9 will CLOSE to the Undersigned TO-DAY (SATURDAY), 26th September. Entrance Fee \$10 each team.

A. E. ASGER,
Hon. Sec. and Treasurer.

Hongkong, 19th September, 1908. 1316

THE ROYAL HONGKONG YACHT CLUB.

THE ANNUAL GENERAL MEETING of the Club will be held in Cricket Club Pavilion on MONDAY, the 28th inst., at 6.15 P.M.

By Order of the Committee.

H. EDLEY G. WHITE,
Hon. Secretary.

Hongkong, 21st September, 1908. 1324

HONGKONG HOCKEY CLUB.

THE ANNUAL GENERAL MEETING of the above Club will be held on Wednesday, September 30th at 5.15 P.M. at the Office of the Jockey Club (by kind permission) on the ground floor of the Hong Kong Club Annex.

T. H. KING,
Hon. Sec. & Treasurer.

Hongkong, 24th September, 1908. 1351

HONGKONG CLUB.

NOTICE.

THE FOURTEENTH DRAWING of Sixty-Two DEBENTURES of the HONGKONG CLUB (1896 issue-\$100 each) was held in the HONGKONG CLUB HOUSE on SATURDAY, 19th September, when the following Debentures were DRAWN for Redemption:-

1 241 683 1159 1664
2 265 738 1204 1688
3 290 759 1258 1708
4 375 762 1220 1765
5 386 731 1288 1769
45 469 884 1341 1808
57 483 886 1385 1814
75 593 938 1466 1842
114 683 926 1516 1871
169 568 983 1552 1910
211 590 1039 1576 1974
212 606 1041 1608 1984
238 667 1115 1663 1987

and will be Payable at the Hongkong and Shanghai Banking Corporation on WEDNESDAY, the 30th September, 1908, in exchange for surrender of same.

By Order.

JAMES CRAIK,
Acting Secretary.

Hongkong, 19th September, 1908. 1328

HUMPHREYS ESTATE & FINANCE COMPANY, LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Registered Office of the Company, Alexandra Building, Des Voeux Road Central, Victoria, Hongkong, on THURSDAY, the 1st day of OCTOBER, 1908, at NOON, for the purpose of considering and if thought fit of passing the Subjoined Resolution:-

The said Trade Marks are now being used by the Applicant in respect of UNWROUGHT METAL S in Class 5.

Facsimiles of such Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the Undesignated.

Dated this 25th day of September, 1908.

R. A. HAIDING,
Solicitor for the Applicant,
24, Queen's Road Central,

1558 Hongkong.

FOR SALE AT THE BEGINNING of 1909.

A COMPLETE PLANT of SUGAR MACHINERY Capable of Dealing with 2,000 Gallons Juice per hour, comprising:-

1 Three Boiler Mill "36" by "72" with Hydraulic on back roll and having Cane and Megras Carriers complete.

Horizontal Single Cylinder Engine "48" by "26" and Cast Steel Gearings.

1 Triple Effet of 2,000 square feet heating surface with Vacuum Pump equal to double the requirements to take a Vacuum Fan, if necessary.

1 Juice Heater of 800 square feet heating surface.

8 Clarifiers of 600 Gallons each on platform supported by C.I. Columns.

4 Filter Presses 25 inches square with 31 Chambers each.

2 Eliminators with Copper Coils &c.

The above as supplied by Messrs. McQuie Harvey (The Harvey Engineering Co.) Glasgow in 1901.

8 Oil Jacketed Open Boiling Pans (Millers Patent) for making Muscovado or Concrete Sugar without Molasses residue.

2 Stirling Boilers working at a pressure of 180 lbs. per square inch, with one circular furnace, and fan for induced draught, heating surface each 3,610 square feet, grate surface 95 square feet.

Further particulars and Conditions of Sale may be obtained from

Messrs. D'ALMADA & SMITH,
33, Queen's Road Central,
Vendor's Solicitors

or
MR. GEO. P. LAMMERT,
Auctioneer.

Hongkong, 25th September, 1908. 1354

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.

Hongkong 1st April, 1908. 45

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM of DENTISTRY.

33, Queen's Road Central,
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1908. 1321

HONGKONG JOCKEY CLUB.

TERMS VERY MODERATE.
Consultation Free.

Hongkong, 21st September, 1908. 1327

NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held on SATURDAY, the 3rd October, at 12.30 P.M., at the Office of the JOCKEY CLUB on the Ground Floor of the Hongkong Club Annex, Chater Road.

By Order.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 19th September, 1908. 1335

FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.

Apply by letter to B. R.
Care of "Daily Press" Office.

Hongkong, 13th November, 1908. 1020

PRIVATE BOARD AND RESIDENCE.

MRS. GILLANDERS
"CLAREMONT,"
2 & 4, KENNEDY ROAD.

Hongkong, 8th February, 1907. 1326

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Teleggraphic Address: PRESS, Codes: A.B.C., 654 No. 12.

P.O. Box, 83 Telephone No. 12.

NOTICE.

INSURANCES

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & CO.
Hongkong, 13th August 1908.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907

£18,114,624.

I. Authorised Capital £3,000,000
Subscribed Capital 2,750,000
Paid-up Capital 687,500 0 0
II. Fire Funds 3,035,374 15 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.

Agents.

Hongkong, 21st July, 1908.

1019

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX LA CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

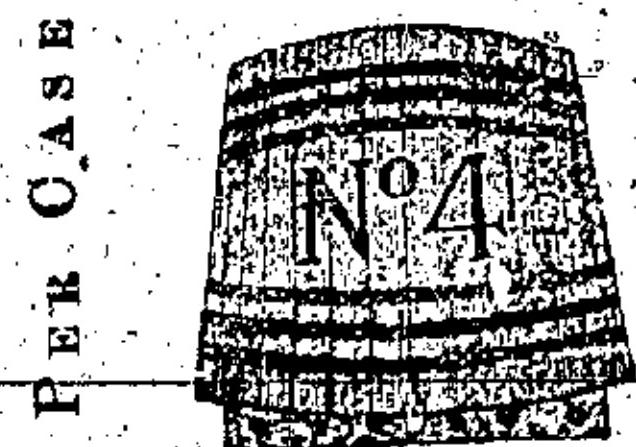
WM. MEYERLINK & CO.

Agents.

Hongkong, 5th September, 1908.

114

THORNE'S OLD VAT



THE VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENGATE AND HAS BEEN SOLD AS IT IS SINCE 1831

SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO. LTD.

As Supplied to the House of Commons

Cunliffe, THE FOUNDER EXPERTS IN PREMIUM BONDS.

Russell & Co.

10 & 12, Place de la Bourse,

SECURITIES issued by PARIS

European Govt's and Municipalities offering DESCRIPTIVE PAMPHLETS

To be purchased for cash or on the Times' system of monthly payments.

CUNLIFFE, RUSSELL & CO. being the oldest-established firm of dealers in Premium Bonds in the world, offer advantages absolutely unobtainable elsewhere. Bonds guaranteed. Exceptional facilities for payment. Numbers checked after every Drawing. Results of Drawings in English. Holders of draw bonds advised at once. Prices charged free of charge. Bonds purchased at once. Loans granted on Premium Bonds. Services continue until last bond drawn. All transactions confidential.

A SAFE REMEDY FOR ALL SKIN AND BLOOD DISEASES

If you suffer from any disease due to an impure state of the blood, from whatever cause arising, you should test the value of Clarke's Blood Mixture. This medicine has 40 years' reputation, and is today more popular than ever, the reason of this being undoubtedly because this wonderful remedy does what it professes to do—it CURES SKIN AND BLOOD DISEASES PERMANENTLY.

Clarke's Blood Mixture

IS THE FINEST BLOOD PURIFIER EVER DISCOVERED.

It is warranted to cleanse the blood from all impurities, from whatever cause arising. For

BROULIA, BAD LEGS, RIGGLES,

SOUR, Eczema, SPOTS,

BLOOD POISON, BLACKHEADS,

ULCERS, PIMPLES,

SKIN AND BLOOD and DISEASES, SORES OF ALL KINDS

It is a safe and Permanent Remedy.

It is the only real specific for Catarrh and Rheumatic Diseases.

For it removes the cause from the Blood and Bones.

NOTE. This mixture is pleasant to the taste

and warrant it free from anything injurious to the most delicate constitution of either sex, from infamy to old age, and the Proprietors solicit adherents to give it a trial to test its value.

Thousands of wonderful cures have been effected

THRU MANY THINGS WITHOUT BENEFIT UNTIL I TOOK CLARKE'S BLOOD MIXTURE.

Mr. E. Lawin, 48, High Street, Row, Chester writes: "Just a line in favour of Clarke's Blood Mixture. I had been for seven months, and tried many things with no benefit until I took your remedy. After the eighth bottle I was quite well again. Please accept this letter as a token of gratitude to your wonderful 'Clarke's Blood Mixture.' — June 31, 1908."

Sold by all Chemists and Patent Medicine Vendors throughout the World.

ASK FOR CLARKE'S BLOOD MIXTURE

and beware of worthless imitations and substitutes

NOTED CEYLON AUTHOR GIVES THANKS TO DR. WILLIAMS' PINK PILLS FOR CUREING AN AGED LADY OF A SEVERE STOMACHE TROUBLE AND FOR RESTORING STRENGTH TO HIS WIFE AND TO HIMSELF.

Mr. A. Simon de Silva, the gifted author of those brilliant Sinhalase novels "Mena" and "Teresa," which have made his name a household word throughout the length and breadth of Ceylon, regards Dr. Williams' Pink Pills for Pale People as "par excellence" the ideal medicine for the home. And he has substantial reason for this belief, these Pills having proved of vast value to no less than three members of his own family-circle—one of them being himself.

"It was because of the remarkable way in which Dr. Williams' Pink Pills benefited my

"The next thing," Mr. Hill continued, "was to get hold of a first-class athlete, and I asked Mr. T. H. Just to run for me, and obtain other runners to co-operate.

"Mr. Holding started off with an unposed quarter of a mile after breathing oxygen for two minutes. His time was 50.1-5secs. Mr. Just paced him only for the last 15 yards. Mr. Holding told us, that in the trials for the Olympia Games he had been unable to do a quarter in less than 25secs. and that his previous best was 51.1-5secs.

NO STUPIDNESS.

"The onlookers declared that he was not more distressed than if he had run a hundred yards. With this Mr. Holding agreed. There was a noticeable absence of the stiffness of the muscles and grogginess in the legs, which follows a great running exertion.

"Following this, Mr. Holding said he would like to run a hundred yards. He breathed oxygen for two minutes, and did the distance in 11-25 secs., his previous best having been 11-25 secs.—and this after running a quarter.

"Then Mr. Just ran a half mile after breathing oxygen for three minutes, his time being 54-5secs. the first quarter, and main, 55.1-5secs. for the whole, his previous best having been at the 'Varsity sports, time 1 min. 55.4-5secs.

"On the occasion of his running the half for me he was only paced by Mr. Holding for the last 200 yards.

"He was very little distressed at the finish, and felt so fit in a short space of time that he said he would run a 'tired man's quarter,' which he did in 53.5 secs. Then he paced a man twice for a hundred yards, and outdistanced him, although the man covered the ground in 11.25 secs."

Mr. Hill further stated that he is now trying to get a world's record breaker to run for him, as he is convinced that some amazing results will follow the use of oxygen.

"I have no doubt," continued Mr. Hill, "that oxygen will enable athletes to break world's records, and as it can only do good to the athlete, and relieve excessive and dangerous distress, such as was witnessed in the case of Orando, it is to be hoped that the Amateur Athletic Association will rule it out.

BETTER THAN CHAMPAGNE.

"At any rate, it will be valuable to use after a race. If Dorando had been able to have it on the last mile or two of his race he would have got it all right. Champagne was a ridiculous thing to give the runners; oxygen was what they wanted.

"The same process would certainly answer for racehorses. A mast could be easily made for the animals, and I am hoping shortly to arrange for experiments in this direction.

"Think of the benefit to rowers, boxers, and wrestlers would derive if they could breathe pure oxygen between each round or bout. And it would be interesting to see with what a tremendous spurt foot-fliers would go off at half-time, if instead of sucking lemons, each man breathed oxygen for two or three minutes."

Mr. Hill admits that there is a lot yet to learn concerning the use of oxygen in this manner, one of the most important questions being as to the length of time the effect of the gas lasts.

His chief plans at present are—

1. To get a world's record-breaker to run for him.

2. To observe the effect of oxygen let out of cylinders into an awning erected on a running track, so that long-distance runners shall be running under the awning, pick up a little pure oxygen on each lap, as an engine.

4. To discover whether a man can more than make up for a stoppage during a race in order to breathe oxygen.

4. To test the effect of oxygen on racehorses.

AT BAYREUTH.

AN IMPRESSION OF THE MUSICAL MECCA BY HAROLD SPENDER

The austere simplicity of the theatre in the woods—the awns of the hill-top music—the marvel of the scenery—the vast, silent, simple audiences—the great wooden shed where the nations feed in the intervals—none of these things can be forgotten by any who have visited Bayreuth. Here, indeed, you have a new faith, but it is a faith of a very different kind from that of Carlisle. The pilgrims who come here are the enthusiasts of all races, mostly simple and poor—largely young men and women—and they bring with them a full-blooded ardour lacking to the pleading ascetic of the ba'ba'. There is no mistaking the fulness of their devotion. That is all the more impressive, perhaps, because it is expressed in none of the vulgar forms. At the end of the greatest acts in the Wagner operas the audiences rise and part in absolute silence. Throughout those acts the silences of the multitudes—audiences of over 3,000 people—is such that you could hear a mouse scuttle. There could be no greater, no more impressive, tribute to the mastery of beautiful sound.

"PARISI!"

Just as Bayreuth is the Mecca of musicians, so the central and most holy form of worship at this sacred city is the performance of "Parisi!" It was, as all the world knows, Wagner's dearest wish that "Parisi!" should be performed nowhere except here at Bayreuth—from the clamour of the crowded world, in this quiet little Bavarian town, where he and his pathetic King, with those "great wits to madness near allied," built this lovely and solemn palace to the Muses. The American people, the savants of the modern world, have broken the wish of the dying composer, and "Parisi!" has already crossed the Atlantic. But no one who has not seen "Parisi!" at Bayreuth has seen it as the author wished us to see it. Here, in this grove of the woods, "Parisi!" has a solemnity it could possess nowhere else. It is the musical farewell to the medieval world. It is an attempt to sum up in music all the magic and mystery of a faith which, however we may regard it—whether as a great illusion or a sublime ideal—was to mankind for many centuries the only light to light the way.

"Parisi!" like "Tannhauser," expresses the "sturm und drang" of the great and eternal struggle betwix the flesh and the spirit. But in "Parisi!" Wagner is far more decisively a champion of the spirit than in any other of his plays. It is a dramatization of the ascetic ideal.

Not everyone knows all that. The story of the "Holy Grail," on which it is based, is one of the nursery stories of the modern world. It is the medieval working-out of the faith that "only the pure in heart see God." But here Wagner, the half-Pagan Christian, straining between two worlds and belonging completely to neither, for once allows the religious side of his nature full play, and in the "Good Friday" music seems to surrender his nature to the beauty and magnificence of the old faith at its strictest. How far this is the true Wagner it is for the "perfect Wagnerites" to say—but it is no small victory for Christianity to have wrangled this tribute from that great and stormy modern.

"For the three miles race there were only two competitors, and we gave them both oxygen before the start. One man was out of training, and gave up; the other told me he had never run the first lap with such ease and comfort.

THE SCENERY.

The scenery of "Parisi!" at Bayreuth is full of breathless surprises. There seems to be no achievement which Wagner was not ready to compel from his artificers. Now and again the scenery itself positively acts, and, aided by music, carries on the story. For many minutes the audience sits awed, while the procession of woods, mountains, and valleys tells them of the long and surefooted pilgrimage to the city of the Grail. Vest gorges, foaming waterfalls, and snowy summits pass before you, and the throb of the hidden violins makes you feel almost too acutely the toll and peril of the way.

Then in the great scene of "Vahilda" comes the moment when the whole of the great structure of sensations suddenly collapses, shattered, like, the "Fabric of a dream." Great pillars and vast masses of scenery fall and disappear below the stage in the twinkling of an eye. The mere mechanical marvel of it takes away the breath.

I shall be despaired, perhaps, for mentioning these material aspects of "Parisi!" I ought have dwelt on the great dramatic aspects—on the mighty moments of action—on the "purple patches" of melody. Well, there will always be plenty of people to talk about these things, and to pour out the usual phrases.

To speak the simple and solemn truth, "Parisi!" has no great dramatic moments like "Lohengrin" or "Tristan and Isolde." When you know precisely how a story is going to develop you cannot have great dramatic moments. Drama is essentially of the unexpected. But the spectator sees from the beginning the development of "Parisi!" It has the childlike directness of a monkish legend. It has the simplicity of a "miracle play." Great merits, tho', but inconstant with the enthralling uncertainty and complexity of great drama.

Besides, Wagner himself would have none of this contempt for mere scenery and outward show. To him opera was essentially a thing to which you must bring not only an ear but an eye—and not only an ear and an eye, but also a brain. He neglected no detail of the craftsmanship. The hiding of the orchestra—but so hidden that you lose nothing in sound—was essential to this conception. Not a detail of the scenery was superfluous or trifling. In studying Wagner, you are to study not only a piece of music, but a poem, and not only a poem, but also a spectacle. Wagner is scarcely less great as a poet than as a musician, and in combining the presentation of his two great crafts he despised no single aid.

THE TOWN.

In order to carry away from Bayreuth the true impression, you should remain for some days in the town, and wander about its pictureque streets, with the old gabled-houses and the beautiful market place. It is just such a town as Hamelin, where the laughing children followed the " Pied Piper" into the depths of the mountain—just such a place as you imagine when you read your Grimm or Hans Andersen, or browse through the long, leisurely stories of his childhood which go the Goethe to the world. And then all round are the woods, those glorious downy woods of the German ship-ships, far precious to the people to be handled over to the tender caprices of private owners—but always open and accessible, beautifully groomed and "arrested," tenderly cut and divided, like the carefully-trimmed hair of a beloved child. A walk in these woods, in the cool of a summer's day, will tell you more of Wagner than all the books. You will understand, how, in the midst of modern vulgarity and strife, that great Germans retain that great simplicity of soul, that loyalty to the heroic and the classic, which England has lost now—and Germany still loves.—Shakespeare.

Ob! if you want to get the feel of the country, stay as we did, not in an hotel—but in one of the little inns which so many Bayreuth families are ready to let—at a price during the Wagner season. The houses of the Germans—those the power on themselves, the long pipes by the fire-side, the solid furniture, the pine-wool pillows—how it all takes one back to Nuremberg, and the Minstrelsy, Hans Sachs and his fellow, those simple old workmen and poets of an earlier, sinner world!

As your teeth are wanted to last for years to come begin now to use

Calvert's CARBOLIC TOOTH POWDER

However perfect your teeth may naturally be, they still require, and will well repay, the slight trouble and the short time you should daily give to their care.

The regular use of Calvert's Carbolic Tooth Powder ensures a complete antiseptic cleansing, helps the toothbrush to do its work easily, pleasantly, and thoroughly, and thus assists your own efforts towards keeping the teeth in the best possible condition.

Sold by local Chemists and Stores.

F. C. Calvert & Co., Manchester, Eng.

1908

MAKES THE SKIN SOFT as VELVET.

"Garola"

REDNESS, HEAT,

IRRITATION, TAN, and

KEEPES THE SKIN SOFT, SMOOTH, and WHITE

ALL THE YEAR ROUND.

Delightfully COOLING & REFRESHING

Boyles, 1/19, and 2/20, M. BEETHAM & SON, Cheltenham.

1908

CONNELL BROS. COMPANY,

Sole Importers

Hongkong, 21st August, 1908.

Chronic Dyspepsia.

Angier's Emulsion soothes the mucous membrane of the stomach and intestines, arrests fermentation, checks bacterial growth, and promotes normal healthy action of the bowels. Doctors prescribe it for chronic indigestion, nervous dyspepsia, stomach and intestinal catarrh, etc. It has cured many obscure cases.

Angier's Emulsion

(PETROLEUM WITH HYDROPHOSPHITES.)

SHIPPING.**ARRIVALS.**

MATHILDE German str., S.S. A. P. Ulderny, 24th September—Haiphong and Hoiang. 23rd September General Jansen & Co. TAISHAN British str. 1,774, J. T. Liang, 25th Sept. Hongkong. 2nd September, Coal-Bradley & Co. VANDALA German str., 4,231, Kuring, 25th Sept.—Shanghai 22nd Sept., General Hamburg-American Line.

CLEARANCES

AT THE HARBOURMASTER'S OFFICE. 25th September. Arabia, German str., for Portland. Etienne, German str., for Canton. Kueichow, British str., for Swatow. Shaohsing, British str., for Shanghai. Taihoo, Chinese str., for Canton. Zafiro, British str., for Manila.

DEPARTURES.

25th September: CHEONGSHING, British str., from Canton. Haimun, British str., for Swatow. HANG, French str., for Haiphong. LOONGFANG, British str., for Manila. LIMA, German str., for Singapore. SUMATRA, British str., for Yokohama. TUMAH, Dutch str., for Batavia. TUPANAS, Dutch str., for Yokohama. TRUMPH, German str., for Haiphong. VORNWALTS, Austrian str., for Singapore. YUCHOW, British str., for Canton. ZISTER, German str., for Shanghai.

VESSELS IN DOCK.

September 25th. ABERDEEN DOCKS—Proteus, Germania. COWLOON DOCKS—Noragon, H.M.S. Whiting, U.S.S. Albatross, Molasses, Kiang Tu Huih, Bel opotin, Serra Blanca, Kiang Chia COSMOPOLITAN DOCKS—Posakontas, American.

VESSELS ON THE BERTH

FOR SAN FRANCISCO VIA PHILIPPINE ISLANDS.

THE Steamship.

"DAKOTA." Capt. W. Ross, will be despatched as above or about 20th September, 1908.

For Freight and Passage, apply to STANDARD OIL CO. OF NEW YORK, Oriental Freight Department, (Hotel Mansions.)

Hongkong, 19th September, 1908. 1.63

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILL OF LADING ISSUED BY CATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship.

"DEVANHA." Captain T. H. Hide, R.N.R., carrying His Majesty's Mail, will be despatched from this for Bombay, &c., on SATURDAY the 3rd October at NOON, taking passengers and cargo for the above port in connection with the Company's "VICTORIA," 7,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France in Tea for London (under arrangement will be transhipped at Colombo) into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "PERIA," due in London on the 14th November, 1908.

Persons will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

F. J. ABBOTT, Acting Superintendent, Hongkong, 21st September, 1908. 1

"GLEN" LINE OF STEAMERS:

FOR LONDON, HAVRE AND ANTWERP.

THE Steamship.

"GLENLOCHY." Captain E. J. Stalbard, will be despatched above on WEDNESDAY, the 14th October.

For Freight, apply to

MCGREGOR BROS. & GOW, Hongkong, 22nd September, 1908. 1.341

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship.

"EMPIRE." Captain Helm, will be despatched as above on THURSDAY, the 15th October.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 22nd September, 1908. 1.336

UNITED STATES & CHINA-JAPAN STEAMSHIP LINE.

THE Steamship.

"INDRANA." Captain MacFarlane, will be despatched as above on about MONDAY, the 19th Oct.

For Freight, apply to

JARDINE, MATHESON & CO., Agents.

Hongkong, 23rd September, 1908. 1.345

ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, January to June 1908. With INDEX. Price \$7.50. On sale at the HONGKONG DAILY PRESS."

On sale at the HONGKONG DAILY PRESS.

Hongkong 23rd July 1908.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "l" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

| DESTINATION | VESSEL'S NAMES | FLAG & RIG | BERTH | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|--|------------------|------------|-------|--------------------|-------------------------------|---------------------------|
| LONDON &c. via usual Ports of Call. | DEVANHA | Brit. str. | — | T. H. Hide, R.N.R. | P. & O. S. N. Co. | On 3rd Oct., at Noon. |
| LONDON & ANTWERP via SINGAPORE, &c. | NORE | Brit. str. | — | G. Phillips | P. & O. S. N. Co. | About 7th October. |
| LONDON, HAVRE & ANTWERP | GLENLOCHY | Brit. str. | — | E. J. Stalbard | MCGREGOR BROS. & GOW | On 14th October. |
| ALFANDRIA, ANTWERP & HAMBURG &c. | SPELLA | Ger. str. | k. w. | Kotté | HAMBURG-AMERIKA LINIE | About 29th inst. |
| HAVRE & HAMBURG via STRAITS, &c. | BRASILIA | Ger. str. | k. w. | Schwinghammer | HAMBURG-AMERIKA LINIE | On 4th October. |
| HAVRE & HAMBURG via STRAITS, &c. | SILESTA | Ger. str. | k. w. | v. Hoff | HAMBURG-AMERIKA LINIE | On 18th October. |
| HAVRE & HAMBURG via STRAITS, &c. | SALISHA | Ger. str. | k. w. | Hildebrand | HAMBURG-AMERIKA LINIE | On 29th Inst., at 1 P.M. |
| PARSIELLES, &c. via Ports of Call | ERNEST SIMONS | Fr. str. | — | Girard | MESAGERIES MARITIMES | On 20th Inst., at D'light |
| MARSEILLE, LONDON & ANTWERP via SINGAPORE, &c. | TAMBA MARU | Jap. str. | — | C. H. Butler | NIPPON YUSEN KAISHA | On 14th Oct., at D'light |
| MARSEILLE, LONDON & ANTWERP via SINGAPORE, &c. | INAIBA MARU | Jap. str. | — | Wm. Bainbridge | NIPPON YUSEN KAISHA | Middle of October. |
| NAPOLES, GENOVA, ALGIERS, GIBRALTAR, &c. | TRAF-QUBBAR | Dan. str. | — | MELCHERS & CO. | MELCHERS & CO. | On 7th Oct., at Noon. |
| NEW YORK | UTZOW | Ger. str. | k. w. | Karberg | HAMBURG-AMERIKA LINIE | On 28th Inst. |
| NEW YORK & BOSTON | VALDARIA | Brit. str. | — | Macfarlane | DODWELL & CO. LTD. | On 13th Oct., at Noon. |
| SAN FRANCISCO via PHILIPPINE ISLANDS | INDRANI | Brit. str. | — | W. Rose | JARDINE, MATHESON & CO., LTD. | About 10th October. |
| SAN FRANCISCO via SHANGHAI JAPAN, &c. | DAKOTAH | Brit. str. | 2 m. | — | STANDARD OIL CO. | About 30th inst. |
| VANCOUVER via SHANGHAI JAPAN, &c. | EMPEROR OF CHINA | Brit. str. | 1 m. | Jas. Boyd | CANADIAN PACIFIC R. CO. | To-day, at 4 P.M. |
| MONTEAGLE | MONTEAGLE | Brit. str. | — | K. Nagao | CANADIAN PACIFIC R. CO. | On 3rd Oct., at Noon. |
| INVERGAR | INVERGAR | Brit. str. | — | K. Kawara | NIPPON YUSEN KAISHA | To-morrow, at Noon. |
| VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. | TOSA MARU | Jap. str. | — | A. E. Moses | NIPPON YUSEN KAISHA | To-day, at 4 P.M. |
| VICTORIA, B.C. & FEATWER via SHANGHAI, &c. | SHINANO MARU | Jap. str. | — | W. von Sonden | MELCHERS & CO. | On 13th Oct., at 4 P.M. |
| AUSTRALIAN PORTS via MANILA | PRINZ WALDEMAR | Ger. str. | — | L. Dawson | BUTTERFIELD & SWINE | On 8th Oct., at 5 P.M. |
| AUSTRALIAN PORTS via MANILA | TAIWAN | Brit. str. | — | P. T. Heine | GIBB, LIVINGSTON & CO. | On 10th Oct., at 4 P.M. |
| AUSTRALIAN PORTS via MANILA | EMPIRE | Brit. str. | — | N. Matheson | NIPPON YUSEN KAISHA | On 15th Oct., at Noon. |
| AUSTRALIAN PORTS via MANILA | KUMANO MARU | Jap. str. | — | N. Ohno | NIPPON YUSEN KAISHA | On 30th Oct., at Noon. |
| KOBÉ & YOKOHAMA | KANAGAWA MARU | Jap. str. | — | N. Matheson | NIPPON YUSEN KAISHA | On 2nd Oct., P.M. |
| KOBÉ & YOKOHAMA | KOMANO MARU | Dut. str. | — | H. Koops | JAVA-CHINA-JAPAN LIJN | On 30th Inst., at Noon. |
| YAP | TIJIRINI | Fr. str. | — | P. Nalin | — | Quick despatch. |
| CHINGWANGTOW, JAPAN, AMERICA, &c. | ABIRAL OLEY | Brit. str. | — | — | — | On 12th October. |
| TSINGTAU, CHEFOO & NEWCHWANG | KWANGSE | Brit. str. | — | — | — | On 28th Inst., at 4 P.M. |
| TSIENTSIN | CHEONGSHING | Brit. str. | — | — | — | On 1st Oct., at 4 P.M. |
| SHANGHAI via SWATOW | YATMING | Brit. str. | — | M. Courtney | JARDINE, MATHESON & CO., LTD. | To-morrow, at Daylight |
| SHANGHAI, KOBÉ & YOKOHAMA | CALEDONIAN | Fr. str. | — | Martin | MESAGERIES MARITIMES | About 28th Inst. |
| SHANGHAI | SAMBIA | Ger. str. | — | Hildebrand | HAMBURG-AMERIKA LINIE | On 30th Inst. |
| SHANGHAI, ANTUNG & NEWCHWANG | DELTA | Brit. str. | — | B. W. H. Snow | P. & O. S. N. CO. | About 1st October. |
| SHANGHAI via SWATOW, AMOY & FOOCHOW | WAISHING | Jap. str. | — | Richard | JARDINE, MATHESON & CO., LTD. | On 1st Oct., at Noon. |
| SHANGHAI, YOKOHAMA, KOBÉ & MOJI | BUJUN MARU | Jap. str. | — | M. Nemoto | OSAKA SHOSEN KAISHA | On 2nd Oct., at 9 A.M. |
| KUTANG | — | Dut. str. | — | Bradley | JARDINE, MATHESON & CO., LTD. | On 2nd Oct., at Noon. |
| PEKING | PEKING | Dan. str. | — | — | MELCHERS & CO. | On 3rd October. |
| TSAMUI via SWATOW & AMOY | WAKAMIYA MARU | Jap. str. | — | — | NIPPON YUSEN KAISHA | On 5th October. |
| SWATOW, AMOY & FOOCHOW | PRINCESS ALICE | Ger. str. | k. w. | G. Roth | MELCHERS & CO. | About 7th October. |
| HAITAN | SENEGAMIA | Dut. str. | — | Eckhorn | HAMBURG-AMERIKA LINIE | On 18th October. |
| CHIRILLI | TIJILWONG | Brit. str. | — | Jurriaanse | JAYA-CHINA-JAPAN LIJN | Quick despatch. |
| LOONGSANG | YOSHOW | Jap. str. | — | Brown | — | On 29th Inst., at 4 P.M. |
| ZAFIRO | SHOSHU MARU | Jap. str. | — | I. Sakurai | OSAKA SHOSEN KAISHA | On 30th Inst., at 10 A.M. |
| TAMING | DAYIN MARU | Jap. str. | — | Imblon | OSAKA SHOSEN KAISHA | To-morrow, at 10 A.M. |
| RUBI | BOENOE | Brit. str. | — | S. J. Payne | D. BUTTERFIELD & SWINE | On 29th Inst., at 2 P.M. |
| YUENSANG | TAKAOKI MARU | Brit. str. | — | E. Rodger | JARDINE, MATHESON & CO., LTD. | To-morrow, at 8 A.M. |
| KUDAT & SANDAKAN | CHUNSAM | Brit. str. | — | A. Somerville | SHEWAN TOMES & CO. | On 9th Oct., at 4 P.M. |
| BOMBAY via SINGAPORE & COLOMBO | TAKAOKI MARU | Brit. str. | — | R. W. Almold | BUTTERFIELD & SWINE | To-day, at Noon. |
| SINGAPORE, SAMARANG & SOUTHERN CHINA | CHUNSAM | Brit. str. | — | P. H. Rolfe | SHEWAN, TOMES & CO. | On 29th Inst., at 4 P.M. |
| SINGAPORE, COLOMBO & ODESSA | CATHERINE APCA | Brit. str. | — | F. Semill | MELCHERS & CO. | On 3rd Oct., at Noon. |
| SINGAPORE, PENANG & CALCUTTA | LITUANIA | Dan. str. | — | A. Mooker | NIPPON YUSEN KAISHA | Middle of October. |
| NAMHANG | — | Dut. str. | — | Sawer | JARDINE, MAT | |

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS. |
|---|-------------------------------------|----------------|----------------------------|
| SHANGHAI | DELTA, Capt. B. W. H. Snow | About 1st Oct. | Freight and Passage. |
| LONDON VIA USUAL PORTS | DEVANHA, Capt. T. H. H. H. E. N. R. | Noon, 3rd Oct. | See Special Advertisement. |
| LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO PORT, SAID and MAREMELLES | NORE, Capt. G. Phillips | About 7th Oct. | Freight and Passage. |

For further Particulars, apply to:

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 22nd September, 1908.

CHINA NAVIGATION CO.,
LIMITED.

SAILINGS SUBJECT TO ALTERATION.

| FOR | STEAMERS | TO SAIL |
|--|--|-----------------------|
| HOIHOW and HAIPHONG | "CHILI" | On 27th Sept., 8 A.M. |
| TSINGTAU, CHEFOO & NEWCHANG | "KWANGSE" | On 28th Sept., 4 P.M. |
| NINGPO and SHANGHAI | "YOCHOW" | On 29th Sept., 4 P.M. |
| MANILA, ZAMBOANGA, THULES, DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH. | "TAMING" | On 29th Sept., 4 P.M. |
| MANILA STEAMERS & TIENSIN STEAMERS | have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon. | |
| AUSTRALIAN STEAMERS | have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports. | |
| SHANGHAI STEAMERS | have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and North China Ports. | |
| REGULAR SALOON STEAMERS, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. | TELEPHONE 36, | |
| For Freight or Passage, apply to— | BUTTERFIELD & SWIBB, AGENTS. | 11 |
| Hongkong, 26th September, 1908. | | |

HAMBURG-AMERIKA LINIE
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA, and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service," to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMeward.

| | |
|--------------------------------|------------------------------------|
| FOR SHANGHAI, YOKOHAMA & KOBE: | FOR ALEXANDRIA, ANTWERP & HAMBURG: |
| S.S. SAMBIA ... 30th Sept. | S.S. SPEZIA ... About 23rd Sept. |
| S.S. SENEGAMBIA ... 18th Oct. | FOR HAVRE & HAMBURG: |
| S.S. SITHONIA ... 23rd Oct. | S.S. BRASILIA ... 4th Oct. |
| S.S. SCANDIA ... 10th Nov. | S.S. SILESIA ... 18th Oct. |
| S.S. BRISGAVIA ... 18th Nov. | S.S. SAMBIA ... 31st Oct. |
| S.S. DORTMUND ... 28th Nov. | |

FOR NEW YORK ... S.S. VANDALIA On 23rd September.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office. 12



OSAKA SHOSEN KAISHA
REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

| FOR | STEAMERS | LEAVING |
|--|---------------------------------|---------|
| * TANSUI VIA SWATOW, "DAIJIN MARU", CAPT. I. SAKURAI & AMOY. | SUNDAY, 27th Sept., at 10 A.M. | |
| * ANPING VIA SWATOW, "SHOSHU MARU", CAPT. IUCHI & AMOY. | WED'DAY, 30th Sept., at 10 A.M. | |
| * SHANGHAI VIA SWATOW, "BUJUN MARU", CAPT. M. NEMOTO & AMOY & FOOCHEW. | FRIDAY, 2nd Oct., at 9 A.M. | |

A Reduction of 20 Per Cent. will be made on First and Second Class Fares to Foochow, until Further Notice.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships. Unrivalled Table.

* Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 25th September, 1908.

T. ARIMA, Manager. 13

INDO-CHINA S. NAV. CO., LTD.
PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SINGAPORE & SOUEAIBA "CHUNGANG" ... Saturday, 26th Sept., 1 P.M.
SHANGHAI VIA SWATOW "YATSHING" ... Sunday, 27th Sept., D'light
SHANGHAI, ANTUNG & NEWCHANG "WAISHING" ... Thursday, 1st Oct., Noon.
SHIATSIN "CHONGSHENG" ... Thursday, 1st Oct., 4 P.M.
SHI'AII, YOKOHAMA, KOBE & MOJI "KUTSANG" ... Friday, 2nd Oct., Noon.
MANILA "YUENSANG" ... Friday, 2nd Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA "NAMSANG" ... Friday, 9th Oct., 1 P.M.
MANILA "LOONGSANG" ... Friday, 9th Oct., 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 4 DAYS.
The steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Koo (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan; if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Telephone No. 61.
For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

EAST ASIATIC CO., LTD.,
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LTD.,
ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC CO., LTD.
GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

| DESTINATION | STEAMERS | DATE OF SAILING. |
|-----------------------------------|-------------------------|--------------------|
| SINGAPORE, COLOMBO & ODESSA | "LITUANIA" | On 1st October. |
| SHANGHAI, YOKOHAMA and KOBE | "PEKING" | On 3rd October. |
| MARSEILLE, HAVRE & COPENHAGEN | "TRANQUEBAR" | Middle of October. |
| For Further Particulars, apply to | MELCHERS & CO., AGENTS. | 6 |
| Hongkong, 24th September, 1908. | | |

SOUTH MANCHURIA RAILWAY
CO.

SHORTEST & QUICKEST ROUTE TO EUROPE

IN 16 DAYS FROM SHANGHAI TO LONDON

VIA DAIREN (DALNY).

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "KORE MARU" (2,877 tons), sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Rail (International Train de Luxe).

MAIN RAILWAY LINE—Tri-Weekly Express Service from Dairen to Kuanbeigang (in connection with Siberian Express trains to Harbin) by a train composed of excellently equipped Sleepers and Dining Cars expressly built for the Company by the Pullman Car Co. This Service is available after middle of September, 1908.

BRANCH RAILWAY LINES—

RYOJUN LINE—For Ryokan (Port Arthur), 2 hours from Dairen.

YINGROU LINE—For Yingkou (Newchang), 1 hour from Tashihchia Junction.

FUSHUN LINE—For the famous Fushun Collieries from Suchiatun Junction.

ANTUNG-HSIEN LINE—A light railway from Mukden to Antung-Hsiien connecting with the Korean Government Railway.

RAILWAY HOTELS—"YAMATO" HOTELS (Pal. Add.: "YAMATO").

At Dairen (Dalny), PORT ARTHUR and KWANCHENG TZU, and also very shortly at MUKDEN, all managed by the Company and provided with every convenience, luxury, and comfort.

SOUTH MANCHURIA RAILWAY COMPANY, Dairen.
Tel. Add.: "MANETSU." Codes: A.B.C. 5th Ed., AI, and Lieber's. 1303

When buying Lime Juice Buy the Best.

The Best is

"Montserrat"
Lime Juice.

"MONTSEERRAT" is prepared from cultivated limes, and is always fresh and pleasant to the taste. Mixed with plain or aerated water, it makes a cooling, refreshing, healthful drink.

Try a dash of "Montserrat" in your whisky and soda.

There are two kinds—

Unsweetened, i.e., Plain Lime Juice. Sweetened, i.e., Lime Juice Cordial.

Agents: A. C. Watson & Co., Ltd., Hong Kong.

1901-2

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of Anæmia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSAGE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial purely and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).

TS.—CALDBECK, MACGREGOR & CO., HONG KONG.

The only Medicine of the kind awarded a Certificate at the Calcutta Exhibition 1883-84, apud locum.

REGISTERED.

DR. LALOR'S TRADE MARK.

PHOSPHODYNE

HAS THE LARGEST SALE OF ANY PHOSPHORIC MEDICINE IN THE WORLD.

Its curative effects are shown from the worldwide reputation as the Best and only safe reliable Phosphoric Cure for BRAIN WEAKNESS, PARALYSIS, SLEEPLESSNESS, DYSPERSEA, NERVOUS, KIDNEY AND LIVER COMPLAINTS, HARASSING DREAMS, PREMATURE DEATH, GENERAL DEBILITY, all Blood Disorders, and all Functional and diseased conditions of the System, caused by deficiency of the Vital Force.

The effect of this Standard Phosphoric Remedy in Nervous Debility and its kindred Complaints is immediate and permanent, all its Miserable Feelings and Distressing Symptoms disappearing with a rapidity that is really marvellous.

Directions for Self-Treatment of the above disease with each Bottle.

HEALTH, STRENGTH & ENERGY.

Sold in Bottles at 4s. 6d. and 1s. each, by all Chemists throughout the World.

MANUFACTURED ONLY AT DR. LALOR'S PHOSPHODYNE LABORATORY,

HAMPSTEAD LONDON, ENGLAND.

Agents in HONG KONG—A. S. WATSON & CO.

KEATING'S

LOZENGES

CURE THE WORST COUGH

GOLD IN BOTTLES EVERYWHERE.

POST OFFICE NOTICE

Approximate times of closing mails at Shanghai via Dalny and Siberia.
 2nd October..... at 1:00 p.m.
 9th October..... at 8:00 a.m.
 16th October..... at 12:30 p.m.

The Hongkong Mail, with the American mail, will be due to arrive here to-morrow, at 3 p.m. Caldonian, with the French mail of the 28th August, left Saigon on Friday, the 11th inst., at daylight, and may be expected here on or about Monday, the 28th inst., at 25th inst., at daylight. This packet brings replies to letters despatched from Hongkong on the 25th July.

TIME FIXED FOR DEPARTURE OF THE MAIL
 Extra Postage 10 cents)

FROM P.M. TO P.M.

SPANGHAI, NAGASAKI, KOBE, YOKOHAMA,
 HONOLULU AND SAN FRANCISCO.....

(Supplementary mail on board up to the time fixed for departure of the mail.)

Extra Postage 10 cents)

CHINA.....

CHENGING.....

SINGAPORE.....

BOMBAY.....

TAIWAN.....

TOSA MARI.....

ARABIA.....

YATMING.....

CHIBI.....

INVERCITY.....

DATUNG MARU.....

SUN TAI.....

KWANSEE.....

KUNDALI.....

CATHERINE ALEXANDRA.....

EUROPE, ASIA, INDIA VIA TUTICORIN.....

(Late Letters 11:00 A.M. to Noon Extra Postage 10 cents)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

SWATOY, AMOY and FOOCHEW.....

MACAO.....

MANILA.....

NINGPO and SHANGHAI.....

SINGAPORE, PENANG and COLOMBO.....

BATAVIA, CHERIBON, SAMARANG, SOERABAJA and MAKASSAR.....

NAGASAKI, KOBE and YOKOHAMA.....

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,
 HONOLULU AND SAN FRANCISCO.....

(Supplementary mail on board up to the time fixed for departure of the mail.)

Extra Postage 10 cents)

MANCHURIA.....

HAIKAN.....

SU TAI.....

TAMING.....

YOCHEW.....

TAMBA MARU.....

TYBODA.....

KUMANO MARU.....

HETIOPOLIS.....

SU TAI.....

BY ROYAL WARRANT.

**THERE IS NONE BETTER
 "CANADIAN CLUB"
 WHISKY**

TO BE HAD AT

H. RUTTONJEE & SON.

WINE & SPIRIT MERCHANTS.

Hongkong, 5th September, 1908.

VISITORS AT HOTELS.

KING EDWARD HOTEL.

Mr. E. C. Burgess..... Mr. W. Robinson

Mr. C. Cabell..... Mr. & Mrs. A. E. Robison

Mr. F. S. Clarke..... Mr. & Mrs. G. L. Latour

Mr. G. H. Corse..... Mr. A. K. Rosch

Mr. C. G. Dale..... Dr. Karl Sapper

Mr. W. C. Drew..... Mr. R. Sargent

Mr. I. Everi..... Miss W. Schleid

Mr. B. Farsett..... Mr. John Shaw

Miss P. E. Fischer..... Mrs. A. G. Smith

Comr. & Mrs. Grenfell..... Mr. D. Stevenson

Mr. S. Itto..... Mr. K. Tanaka

Mr. W. V. Kimball..... Mr. G. J. Burnham

Mr. W. Leighton..... Mr. & Mrs. Villaneuve

Mr. A. C. Little..... Mr. L. V. Venetot

Mr. C. Mueller..... Miss Alice Voigt

Mr. R. Oberwimmer..... Dr. J. Vaghorn

Mr. A. O. Og..... Mr. & Mrs. Whittier

Mr. H. Oren..... Mr. Y. Yokoyama

Mr. & Mrs. P. Irish..... Mr. D. Zora

Capt. & Mrs. W. C. Parsons..... Mrs. Miles Child and Mrs. Lee

KINGSLEY PRIVATE HOTEL.

Mr. E. Andt..... Mr. J. C. Kelly

Mr. C. G. Parker..... Mr. A. Kohler

Miss Barker..... Mr. E. A. Koster

Miss A. Barker..... Mr. L. V. Langstein

Mr. W. L. Carter..... Mr. & Mrs. E. Macdonald

Miss P. Baum..... Mrs. H. H. McCullough

Capt. G. B. Cleary, Jr..... Mr. & Mrs. E. E. Miles

Mr. J. H. Cleary, Jr..... Mrs. Miles Child and Mrs. Lee

Mr. M. F. Donisthorpe..... Mr. R. S. Morrison

Mr. J. E. Evans..... Mr. & Mrs. J. C. Neary

Mr. & Mrs. C. A. Briggs..... Miss J. N. Nichols

Mr. O. E. Carr..... Mr. & Mrs. James Reid

Mr. & Mrs. W. L. Carter..... Mr. & Mrs. G. Sargeant

Mr. & Mrs. A. B. Cragg..... Mr. & Mrs. Arvo Manlio

Mr. (uncles)..... Scapino, U.S.A.

Mr. V. C. Crook..... Mrs. Teter, U.S.A.

Mr. P. Sydenham Dixon..... Mrs. Teter's child and Mrs. Lee

Mr. J. F. Evans..... Mrs. R. B. Williams

Mr. B. F. Hunt..... Mr. & Mrs. M. M. Johnson

Mr. B. F. Key..... Mr. M. Launstein

TO-DAY.

Ordinary Annual Meeting, Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd., at General Manager's Office, noon.

COMMERCIAL

EXCHANGE

CLOSING QUOTATIONS

September 25th.

ON LONDON.— Telegraphic Transfer 19 1/2

Bank Bills, or demand 19 1/2

Bank Bills, at 30 days' sight 19 1/2

Bank Bills, at 4 months' sight 19 1/2

Credits, at 4 months' sight 19 1/2

Documentary Bills 4 months' sight 19 1/2

ON PARIS.— Bank Bills, or demand 20 1/2

Credits, at 4 months' sight 20 1/2

ON GERMANY.— Bank Bills, or demand 18 1/2

No late fee 18 1/2

LETTERS.— Printed Matter, and Sam- ple 20 1/2

Registration, 10.00 a.m. 20 1/2

Registration, with lat- tice of 10 cents, up to 10.45 a.m. 20 1/2

Registration, Kowloon B.O. 20 1/2

No late fee 20 1/2

LETTERS.— Printed Matter, and Sam- ple 3.00 P.M.

Registration, 10.00 a.m. 3.00 P.M.

Registration, with lat- tice of 10 cents, up to 10.45 a.m. 3.00 P.M.

Registration, Kowloon B.O. 3.00 P.M.

No late fee 3.00 P.M.

Saturday, 26th, Noon.

Printed Matter, and Sam- ple 2.00 P.M.

Registration, 10.00 a.m. 2.00 P.M.

Registration, with lat- tice of 10 cents, up to 10.45 a.m. 2.00 P.M.

Registration, Kowloon B.O. 2.00 P.M.

No late fee 2.00 P.M.

Saturday, 26th, Noon.

Printed Matter, and Sam- ple 2.00 P.M.

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Registration, Kowloon B.O. 2.00 P.M.

No late fee 2.00 P.M.

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No late fee 2.00 P.M.

Saturday, 26th, Noon.

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Registration, with lat- tice of 10 cents, up to 10.45 a.m. 2.00 P.M.

Registration, Kowloon B.O. 2.00 P.M.

No late fee 2.00 P.M.

Saturday, 26th, Noon.

Printed Matter, and Sam- ple 2.00 P.M.

Registration,

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... 21,500,000
SUBSCRIBED ... 11,250,000
PAID-UP ... 662,000
RESERVE FUND ... 210,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on Daily balance.

ON FIXED DEPOSITS:
For 12 months ... 4 per cent.
For 6 ... 3½ per cent.
For 3 ... 2½ per cent.

EVAN ORMISTON Manager.

Hongkong, 23rd April, 1908.

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP ... Yen 24,000,000
RESERVE FUNDS ... 15,100,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:
Tokyo ... Kobe ... Osaka ... Lyons
Nagasaki ... London ... Lyons
New York ... San Francisco ... Honolulu ... Hankow
Bombay ... Shanghai ... Peking
Chefoo ... Tianjin ... Peking
Nankin ... Dalny ... Port Arthur
Anching ... Liuyang ... Mukden
Tieling ... Changchun ...

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
On fixed deposits for 12 months 5 per cent. per annum.

TAKEO TAKAMICHI Manager.

Hongkong, 12th September, 1908. 524

NEDERLANDSCH-HANDELS MAATSCHAPPIJ (NETHERLANDS TRADING SOCIETY). ESTABLISHED 1824.

PAID UP CAPITAL FL 45,000,000 (23,750,000)
RESERVE FUND FL 5,752,834.84 (about 2479,407)

HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA.

BRANCHES: Singapore, Surabaya, Samarang, Indramajoo, Bandosong and Weltevreden.

CORRESPONDENTS at: Cheribon, Tega, Pecalongan, Macassar, Pontianak, Padang, Medan, Panang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djeedid, Bangkok, Saigo, Shanghai, Ningpo, Wenzhou, Lungchow, Mantsze, Amoy, Swatow, Chinkiang.

BANKERS: London: THE WILLIAMS DRAGONS BANK, SWISS BANKVEREIN; Paris: COMPTOIR NATIONAL D'ESCOMPTES PARIS; Berlin: DEUTSCHE BANK; Brussels: BANQUES DE PARIS ET DES PAYS BAS; Vienna: UNION BANK; Rome: BANCA COMMERCIALE ITALIANA.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the world and transacts every description of Banking and Exchange business.

INTEREST ALLOWED.

On Current Account at the Rate of 2% per annum on the Daily Balance.

On Fixed Deposit: 12 months 4% per annum do. 6 do. 3½ do.

do. 3 do. 3½ do.

C. WOLDRIDGE Manager.

No. 16, Des Vaux Road Central

Hongkong, 19th August, 1908. 261

THE BANK OF TAIWAN, LIMITED (INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed (paid up) ... Yen 5,000,000

Reserve Fund ... Yen 1,140,000

HEAD OFFICE: TAIFU, FORMOSA.

BRANCHES AND AGENCIES:

Amoy ... Kobe ... Tainan ... Nagasaki ... Tamsui ... Osaka ... Tokio ... Yokohama ... Shanghai

Keelung ... Swatow

HONGKONG OFFICE: 3 Des Vaux Road.

D. TOHDOW Manager.

Hongkong, 16th September, 1908. 733

J. L. VAN HOUTEN, Agent.

Hongkong, 16th July, 1908.

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP ... Sh. Thols 7,500,000

HEAD OFFICE—SHANGHAI BOARD OF DIRECTORS, BERLIN.

BRANCHES: Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tsinan, Tsingtao, Kobe, Yokohama, Singapore.

Founded by the following Banks:

KÖNIGLICHEN GESELLSCHAFT (PREUßISCHE STAATSBANK) Berlin.

DIREKTION DER DISCONTO-GESELLSCHAFT.

DEUTSCHE BANK.

S. BLEICHRODER.

BERLINER HANDELS GESELLSCHAFT.

BANK FÜR HANDEL UND INDUSTRIE.

ROBERT WARSCHAUER & CO.

MENDELSON & CO.

M. A. VON ROTHSCHILD & SÖHNE.

JACOB S. H. STEIN.

NORDDEUTSCHE BANK IN HAMBURG.

SAL OPPENHEIM, JR., & CO., KOELN.

BAYERISCHE HYPOTHEKEN UND WEHRBANK.

BANK, MÜNCHEN.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SON:

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT.

DIREKTION DER DISCONTO-GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOEHN, Manager.

Hongkong, 4th December, 1907. 24

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL ... £1,200,000

RESERVE FUND ... £1,525,000

RESERVE LIABILITY OF PROPRIETORS ... £1,200,000

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily balance.

On Fixed Deposits:

for 6 months 4 per cent.

for 3 ... 2½

JOHN ARMSTRONG Manager.

Hongkong, 14th May, 1908. 115

BANKS

HONGKONG SAVINGS-BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balances £100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH, Chief Manager.

Hongkong, 12th January, 1908.

1908.

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